

UNUSUAL TALES

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BIHACK JACK

THE EXPRESS RIDER OFTEN SAW BLACK JACK WATCHING HIM RACE ACROSS THE VALLEY. THE MAIL POUCHES FROM NUGGET RIDGE POUNDING HIS HORSE'S FLANKS! YOUNG TONY CATO GOT TO BE A FRIEND! IN A WAY -- AND BLACK JACK NEVER LET A BUDDY DOWN ...



in TRAIL PARD'

YOUNG CATO HAD STARTED THE MAIL SERVICE HIMSELF, HE CARRIED URGENT MAIL AND GOLD SACKS TO THE CITY THICE A WEEK ...

H KNOW YOU'RE HONEST, TONY, BUT S'POSIN' YUH GIT HELD UP, MTHAT CASE.

WE BOTH

LOSE TOUR

GOLD, MIKE,

AND I LOSE

MY LIFE:





TONY CATO RODE FAST -- HE DIDN'T WASTE TIME EXCEPT AT THE SPRING WHERE HE WATERED HIS HORSE! IT WAS THERE THAT HE HAD FIRST SEEN BLACK JACK AND BEGAN MAKING FRIENDS...



























THE EXPRESS RIDER FEIT HIS HORSE WEAKENING -- THE ADDED WEIGHT OF THE EXPRESS POUCHES TIRED HIM FASTER THAN THE OWLHOOTERS' HORSES...













THE GOLD WAS GONE, AND THE FIRE IN THE SHACK WAS GAINING! A HORSE FEARS FIRE MORE THAN ANY OTHER THING, BLACK JACK HAD TO CONQUER THAT FEAR...













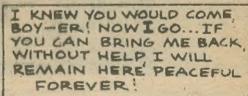
THE CHASE!

THE MESCALERO APACHE WAS WEAKENING ... FIVE DAYS OF FLIGHT ACROSS THE WHITE MOUNTAINS, DAYS IN THE WATERLESS DESERT NIGHTS WITHOUT SHELTER FROM THE BITTER WIND ... IT WAS TOO MUCH EVEN FOR A BRAVE IN HIS PRIME!













THE APACHE
WAS
CLEVER.
HE MADE
FALSE
TRAILS HE
DOUBLED
BACK
HE USED
EVERY
APACHE
TRICK
EVER
KNOWN
BUT
BOYER
STAYED
CLOSE...



IN THE DESERT BOTH MEN NEARLY PERISHED! BUT THEY DION'T. BOYER WA5 GETTING CLOSER! ON THE SIXTH NIGHT, BOYER STOPPED TOOK A BATH AND SHAVED!

I'LL CATCH HIM TOMORROW ABOUT NOON! WHEN I HAUL HIM INTO THE VILLAGE, I WANT IT TO LOOK LIKE NO EFFORT WAS REQUIRED!





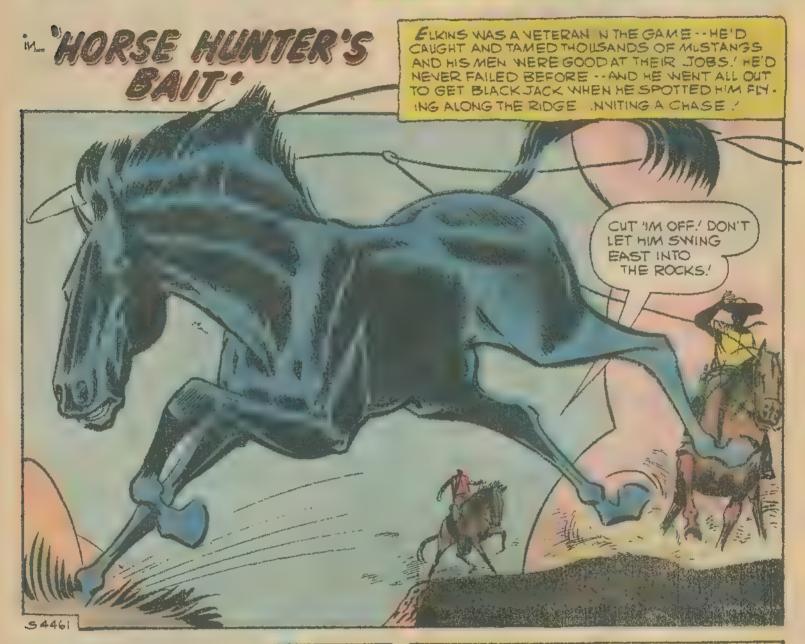






















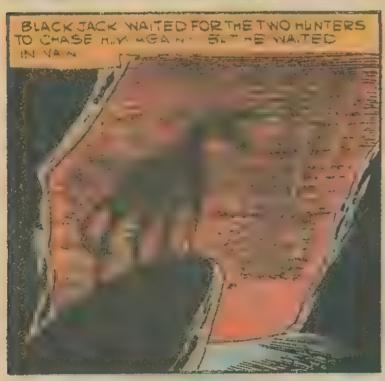












































BLACK JACK OBJECT PROBLEM BLACK STALLION FOLLOWING THE TWO MEN WAS WARY -- HE KNEW THEY'D ROPE HIM IF THEY GOT THE CHANCE! THE ONE HORSE THEY BOTH RODE WAS THEKEY -- BIG RED! BLAST IT, RED, CALM DOWN! THAT WILD HOSS IS GIVIN' YUH IDEAS! WE'RE IN TROUBLE ENOUGH DUCKIN' THE SHERIFF'S POSSE!

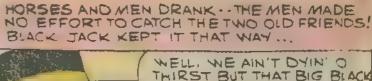


\$ 3807















Traders Transportation

So you want to know more about the fur trade in the Old West? The Old Timer at the Frontier Museum is just the man to give you all the information. Now he's going to speak so you better give him your full attention.

"St. Louis, the principal mart and outfitting point for the fur trade was from one to two thousand miles distant from the best hunting grounds. The matter of transportation to and from regions so remote in those days was of very great importance. All that portion of the traffic which was confined to the immediate valley of the Missouri, was carried in river craft - mostly in steamboats or keelboats. In downstream navigation use was made of mackinaws, bull-boats or canoes which were borne along by the current with but slight assistance from the oars. The interior expeditions to the valleys of the Great Salt Lake and Green river were at first conducted by pack trains, later largely with wagons. The later Santa Fe trade was carried on

principally with wagons.

The keelboat, the historic predecessor of the steamboat, was extensively used down to 1830 and did not disappear from the Missouri river for several years thereafter. It was a boat of no mean dimensions, averaging from sixty to seventy-five feet long, fifteen to eighteen feet beam and three to four feet depth of hold, It was built on a regular model, with a keel running from bow to stern, whence its name. Rising from the deck some four or five feet was the cargo box which was cut off at each end about twelve feet shorter than the boat. This part of the boat, as the name implies, was generally used for freight, but was occasionally fitted up with staterooms when used for passengers only. The boat was built on thorough principles of ship craft and was a strong substantial vessel.

The means of propulsion was various and were intended to utilize all the forces which man and nature rendered available. The cordelle was the main reliance — a long line attached to the top of a high mast which stood a little forward of the center of the boat. It passed through a ring which was fastened by a short line to the bow to help guide the boat and was drawn by twenty to forty men strung along the shore. The reason for attaching it to the mast was that it might swing clear of the brush

It often happened at river crossings and elsewhere that the cordell could not be used In such cases poles had to be used instead. They

were of various lengths suited to convenient handling and were equipped with balls or knobs at the upper ends to test in the hollow of the shoulder. To propel the boat by means of these poles, the voyageurs were ranged in single file on each side of the deck near the bow, facing aft. Planting their poles on the river bottom, pointing down stream, they pushed steadily against them, at the same time walking towards the stern along the passe avant - a narrow walk some fifteen inches wide on each side of the cargo box; while the boat, yielding to their pressure, moved ahead.

It now and then happened that deep water was found in places where neither pole nor cordelle could be used. Oars were then resorted to, of which there were five or six each side of the bow. A very important aid, strange as it may seem, considering the character of a stream like the Missouri, was the sail. It was at times of great assistance and even sufficient in itself

to propel the boat against the current

The wooden canoe, dug out from the trunk of the cottonwood, and hence often called a "dugout" was a very useful craft. Many a journey was made in these crude boats - from the heart of the wilderness two thousand miles away to St. Louis. They were extensively used for local traffic in the neighborhood of the

The mackinaw was a flat-bottomed boat pointed at both ends. Sometimes forty to fifty feet long with twelve feet beam and three to four feet depth of hold. The oarsmen, four in number, were in the bow and the steersman was on a high perch in the stern, while the cargo was piled up in the space between them. The current was the main reliance for propulsion. The cargo was about fifteen tons. The rate of progress was seventy-five to one hundred miles per day. And the cost about two dollars per day or about one and a half mills per mile ton. The boats were cheaply made and were intended only for downstream navigation, then were abandoned at St. Louis. They were the cheapest of all methods for carrying freight down the river.

The bull boar was made of buffalo skins sewn together and stretched over a frame of willow and cottonwood poles. The size was commonly about twelve by thirty feet and twenty inches deep. It had the least draught of any river craft and was therefore best adapted to such shallow streams as the Platte. The cargo generally consisted of robes and amounted to two and a half tons weight, causing a draught of only four inches. These boats, in one form or another, saw extensive service on Western rivers.

No feature of frontier life is more intimately blended with the history of the Western country than the Missouri river steamboat. It was an attractive looking craft. The river boat drew only three or four feet and was therefore almost entirely above the surface. The boats were flat bottomed. First they were propelled with side wheels but later with one wheel in the stern.

The freight storage was in the hold. Everything else — boilers, engine, cabins was above the main deck. The annual voyages of the steamboats were great events both at St. Louis and the various posts. The boat carried the necessary outfit for a year's trade and generally also a hundred or more people for service in the In-

dian country.

The caravans which followed the land route to the mountains or to Santa Fe were generally started from Independence, Missouri, In the earlier years pack trains were exclusively used. Later wagons were resorted to for a part of the distance. Mules were used as pack animals. The caravans moved fifteen to twenty-five miles per day. They camped at the end of each day's tourney wherever good grass, wood and water were to be found. Great caution was always taken to guard against Indian attacks.

After about a month's wanderings, the caravan arrived at the annual rendezvous in some valley, where it had been arranged the previous year that the mountain parties should meet at that particular date. From all directions came the roving population of the country. First there were the bands of trappers who were in the regular employment of the companies, and who had passed a long and lonesome winter in the mountains. Then there were the freemen who gathered with the rest to dispose of the fruits of their labors. To the same spot came numerous Indians with furs or horses to sell.

In transporting the furs to market they were nade up into packs weighing about one hundred pounds each. They were very securely packed and so wrapped as to protect them from the weather. A pack of furs contained ten buf-

falo robes, fourteen bear, sixty otter, eighty beaver, eighty raccoon, one hundred and twenty foxes, or six hundred muskrat skins. A common unit of price in the earlier years of the trade was a first class beaver skin worth in the neighborhood of six dollars. It was called a PLUS and was much used at that time.

Along the Missouri valley communication by Express was had at intervals throughout the year with St. Louis. Such was the case occasionally from the mountains. The express down the valley was generally by canoe, except in winter when dog trains were used above Council Bluffs and saddle horses below. The express was an important matter.

It gave the officials at St. Louis news from their remote establishments, brought down requisitions from the various posts for the next year's supplies, and reported the state of the winter; also the approximiate depth of snow in the mountains and the probable time of its

melting.

Of the many terms peculiar to the fur trade no one was of more common use than the word CACHE. It frequently happened that parties had to abandon temporarily the property they were carrying — with the intention of returning for it at a more convenient time. The property so abandoned was cached or concealed so as to prevent its loss or injury. The cache as ordinarily prepared, consisted of a deep pit in the ground. The best site was in dry soil. It was lined with sticks and leaves. After which the goods were carefully placed inside.

The greatest difficulty was to conceal it after everything had been hidden. From the sharp eyes of the sons of the prairies no trace however minute would escape. The trick was to leave the ground looking just as it did before. In turf, the sod was replaced. In other places, it was usual to build a camp fire over the cache. This obliterated all evidence of the work. Cache Valley in Utah got its name from the caches created by the traders.

More than a century had passed since the fur trader was an important person in this country. Wonder what he would have thought had he ever dreamed of a day when synthetic furs would be on the market?

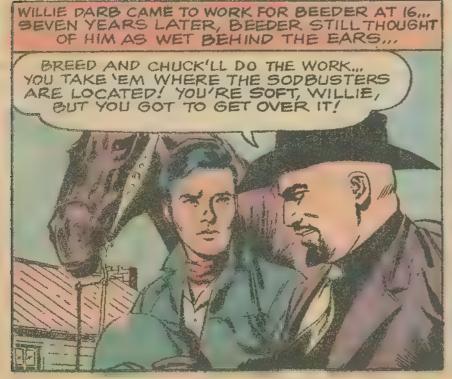
-THE END-



THE KID CALLED WILLLED

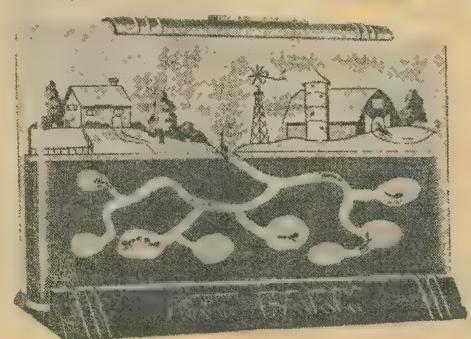
WILLIE WASN'T BIG -- HE DIDN'T LOOK TOUGH IN A COUNTRY WHERE BIG, TOUGH MEN SWARMED BY THE DOZEN! BUT WILLIE WAS ONE OF CURT BEEDER'S TOP HANDS -- HE WAS QUICK WITH A ROPE AND THE BEST SHOT ON THE RANCH WITH A SIX-GUN! STILL... THEY CALLED HIM WILLIE... OR "HEY, KID!" UNTIL THE MOMENT CAME WHEN HE HAD TO GROW UP OR DIE!











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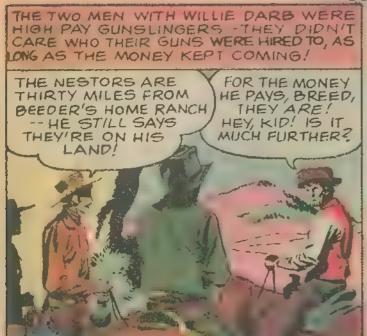
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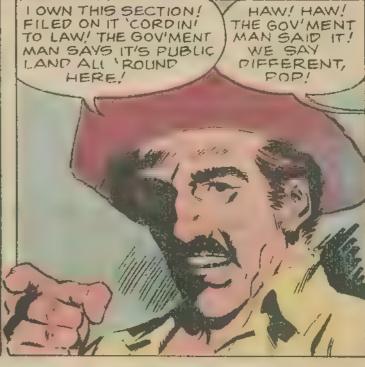
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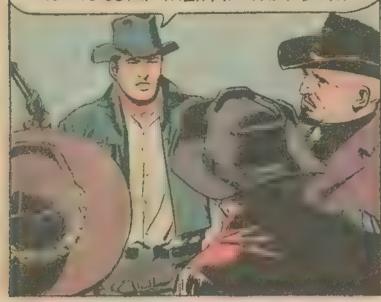




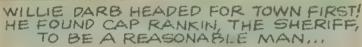


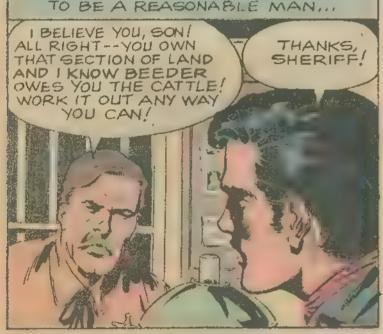


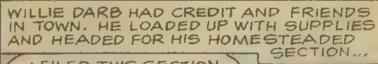
I'M QUITTIN', BEEDER! YOU'VE GOT FIFTY-EIGHT OF MY CATTLE RUNNIN' WITH YORE HERD! Y'OWE ME A YEAR'S PAY TOO THAT Y'HELD BACK! TELL'EM NOT TO JUMP ME..., IF THEY DO ...

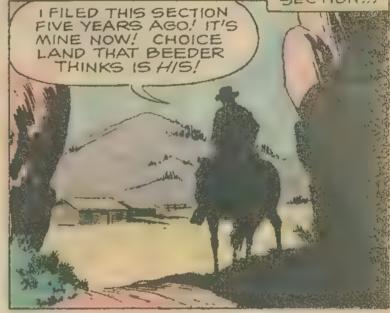


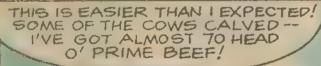














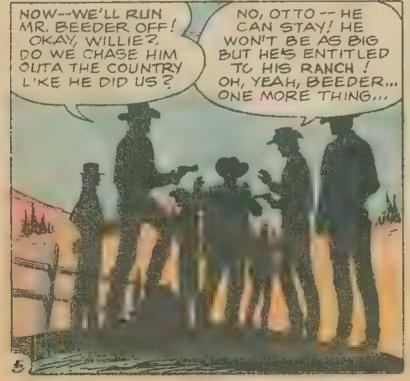


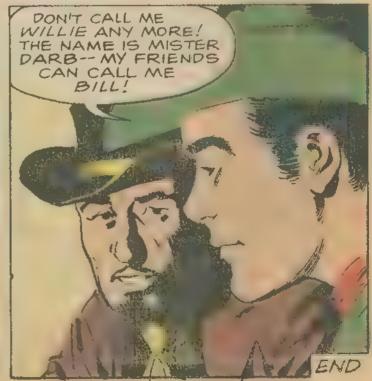
























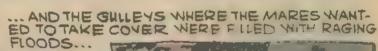


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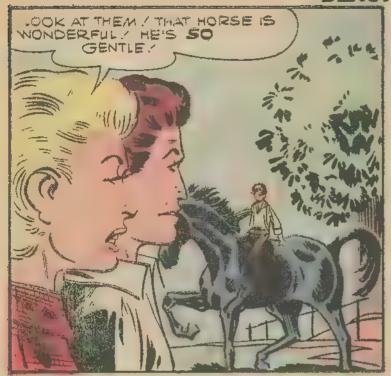


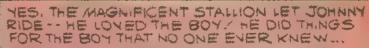












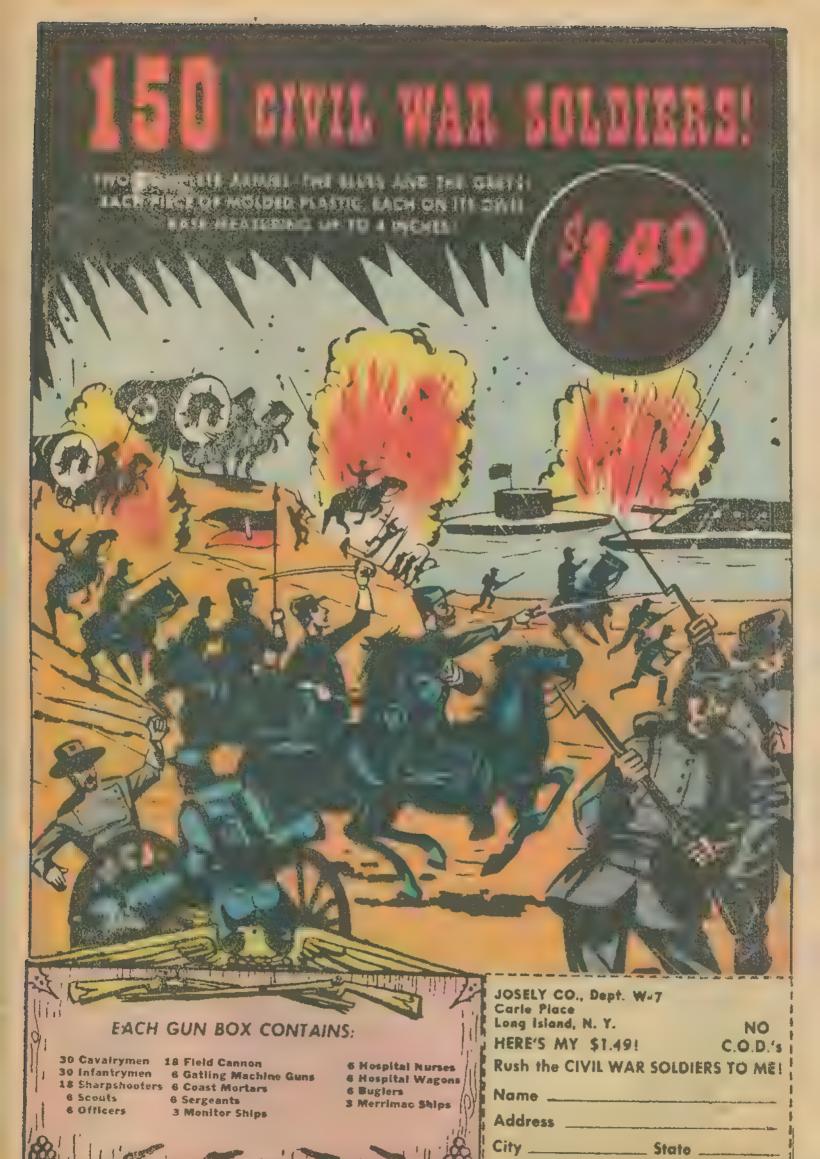












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Give

Me a

Home

a a a

- **NICILAFARO**
 - NAILAUOSI (FAMOUS FOR SUGAR)
- 3. SANOMENTI
- (FAMOUS FOR STEEL)

EXAMPLE: DOLIFAR ANSWER:

FLORIDA

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you send me your answer right away and also include your favorite snapshot. Mrs. Ruth Long, Gift Manager.

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